State aid to Agriculturial Farms, Limited, Ramayyanpatti, Tirunelveli district.

* 38 Q.—SRI ALEXANDER GNANAMUTTU: Will the Hon. the Minister for Industries, Labour and Co-operation be pleased to state—

(*a*) the amount of State aid given to the Agricultural Farms Limited, Ramayyanpatti, Tirunelveli district;

(*b*) whether the concern is now functioning; if so, what has it produced during the last two years; and

(*c*) whether any portion of the aid has been repaid by the above company?

THE HON. DR. U. KRISHNA RAO :—" (*a*) No aid has been given to the Agricultural Farms, Limited, Ramayyanpatti, under the Madras State Aid to Industries Act.

" (*b*) The Government have no information.

" (*c*) Does not arise."

Buses under the Madras State Transport System.

* 39 Q.—SRI T. PURUSHOTHAM: Will the Hon. the Minister for Industries, Labour and Co-operation be pleased to state—

(*a*) when the "Red Ladies" (Guy and Leyland) were introduced in the Madras State Transport System and how many of them are working, and whether they have been found satisfactory;

(*b*) when the Guy chassis, purchased during 1952–53 are expected to be put on the road and why there has been so much delay in building bodies;

(*c*) how many light diesel buses are now in the Government Transport System and how many more of this type are proposed to be purchased and the amount sanctioned for the same; and

(*d*) whether the Government will be pleased to lay on the table of the House a comparative statement showing the particulars in regard to cost, life, performance and breakdowns during 1952–53 of the heavy and light types?

THE HON. DR. U. KRISHNA RAO :—" (*a*) The Guy and Leyland diesel buses were introduced in the Government Bus Service on 4th June 1951 and 21st December 1951 respectively. There are at present one Guy Arab, one Leyland and eight Guy Gardner vehicles. Their performance has been very satisfactory.

" (*b*) All the eight Guy chassis delivered in November 1952 were put in the road between April and July 1953. It needs some time to fabricate the appropriate special type of body kits and to assemble them and construct the bodies.

" (*c*) Thirty-five new diesel buses and forty-four old buses whose petrol engines have been replaced by diesel engines. The

Government have recently sanctioned the purchase of 50 new light diesel engines at a cost of about Rs. 3·09 lakhs to be fitted to old long wheel base buses in replacement of an equal number of existing overaged petrol engines.

"(*d*) The heavy and light types of diesel vehicles operated by the Government Bus Service, are not capable of comparison as the light diesel vehicles except for the new buses are only petrol vehicles converted by fitment of light diesel engines after they had served for about four years with petrol engines. However, a strict comparison of the new light and the new heavy diesels might be possible later when they would have completed about 40,000 miles of service."

SRI T. PURUSHOTHAM :—" Did the Government make any investigation as to the suitability of the heavy or light types for the City roads with particular reference to traffic demands, and what is their decision, Sir?"

THE HON. DR. U. KRISHNA RAO :—" After investigating the traffic demands, we have now come to the conclusion that it would be better, more economical and more beneficial to the public, if we put heavy diesel engines. Therefore, the latest order placed in the year 1953–54 is for nearly 45 to 50 heavy diesel engines."

SRI K. BALASUBRAMANIYA AYYAR :—" Why are they called 'Red Ladies', Sir?" (Laughter.)

THE HON. DR. U. KRISHNA RAO :—" Because they are red and very attractive!" (Laughter.)

SRI T. PURUSHOTHAM :—" May I know what is the procedure adopted for purchasing the chassis required for the City Bus Service? Are tenders and quotations called for and what is the basis for the selection of particular types of chassis?"

THE HON. DR. U. KRISHNA RAO :—" On the advice given by expert technicians in the Government Bus Service, we make specifications. Then open tenders are invited and these tenders are scrutinised by a Committee consisting of the Hon. the Minister for Industries, the Secretary to the Home Department, the Secretary to the Public Works Department and the Transport Commissioner, who, according to the needs of the City, select buses, which are cheap and very useful."

DR. V. K. JOHN :—" Have the Government any idea to give up nationalization of this Bus service and hand it over to private agencies, who will run it better than the Government?"

THE HON. DR. U. KRISHNA RAO :—" I do not agree that private agencies can do better than the Government. The Government have, however, no intention to give up nationalization."

DR. C. NATHAMUNI NAIDU :—" Are the Government not making profits in the City Bus service? "

THE HON. DR. U. KRISHNA RAO :—" We are making a fairly good profit, Sir."

SRI V. GURUNANDAN ROW :—" Is there any proposal for increasing the number of buses in the City ?"

THE HON. DR. U. KRISHNA RAO :—" Yes, Sir. This year we have put 40 new light diesel buses of the Commer type. Next year we propose to put 50 more heavy diesel buses of the Guy and Leyland type."

DR. V. K. JOHN :—" Is not the fare charged by the Government higher than that charged elsewhere? "

THE HON. DR. U. KRISHNA RAO :—" I do not think so, Sir. I think the rates in the City are certainly higher than the rates in the mufassal, because in the City roads the buses have to stop at frequent intervals and therefore much petrol is lost. But whatever applies to one City will apply to all Cities."

DR. V. K. JOHN :—" Are not the fares far higher than the fares when the vehicles were run by private agencies? "

THE HON. DR. U. KRISHNA RAO :—" I should like to have notice, Sir. I was not Minister when the transport service was taken over by the Government."

SRI V. CHAKKARAI CHETTY :—" Have the Government received any complaints about overcrowding in the buses? I myself had personal experience of it, Sir, a very sad experience indeed! "

THE HON. DR. U. KRISHNA RAO :—" I am aware of the fact that at the present moment, on account of the immediate suspension of the tramway, there has been an enormous amount of overcrowding. But, if I prevent overcrowding, the alternative will be that a large number of passengers will be stranded on the roads. I think it would be better, till we put adequate number of buses, to permit overcrowding rather than leave the passengers on the roads."

DR. V. K. JOHN :—" In what respects is nationalization better than transport by private agencies and from what point of view are the public benefited? "

THE HON. DR. U. KRISHNA RAO :—" I think, Sir, I can claim that nationalized transport is more efficient."

SRI V. GURUNANDAN ROW :—" Have any buses been transferred to the Andhra State, when the division of assets was made? "

THE HON. DR. U. KRISHNA RAO :—" If the hon. Member refers to buses belonging to the Government nationalized transport service, the answer is in the negative."

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SRI G. KRISHNAMURTHI :—" Will the Government kindly arrange to fix the number boards with bold numbers in front of the buses so that the public may be able to find out the number easily even from a distance? "

THE HON. DR. U. KRISHNA RAO :—" The hon. Member will certainly be aware that in the new buses, the number boards occupy a prominent place. But in the very old buses we are trying to replace them gradually."

SRI T. PURUSHOTHAM :—" Will the Government consider the desirability of putting the names in Tamil on the name boards in the buses? "

THE HON. DR. U. KRISHNA RAO :—" Most people are aware of the starting point and destination from the number itself. I think it would be better to restrict to numbers rather than to names."

SRI A. GAJAPATHY NAYAGAR :—" இதுவரை எத்தனை டீசல் பஸ்களை அரசாங்கத்தார் வாங்கியிருக்கிறார்கள்? அவைகளில் எத்தனை பஸ்கள் ஓடிக்கொண்டிருக்கின்றன? எத்தனை பஸ்கள் நோய்வாய்ப்பட்டிருக்கின்றன? இந்த விவரங்களை கனம் மந்திரி அவர்கள் கொடுக்க முடியுமா? "

THE HON. DR. U. KRISHNA RAO :—" As I said, we purchased last year 45 light diesel buses and all of them are running very efficiently. We propose to purchase next year another 50 heavy diesel engines. Their performance has got to be watched. We have converted nearly 90 petrol buses into diesel buses on account of the fact that these buses have done their full term of five years. Even they are running satisfactorily."

DR. V. K. JOHN :—" May I suggest to the Hon. Minister to answer the Tamil questions in Tamil? "

THE HON. DR. U. KRISHNA RAO :—" I am sure my hon. Friend, Dr. V. K. John, will be in hot waters if I do so."

SRI V. CHAKKARAI CHETTY :—" Are the Government aware of the fact that these buses suddenly get sick just in the middle of a trip and we have to get down and push the buses. We are asked to do it and we do it sometimes."

THE HON. DR. U. KRISHNA RAO :—" Just as old men get sick, old buses also get sick. We cannot avoid it." (Laughter.)

THE HON. SRI C. RAJAGOPALACHARI :—" Those hon. Members, who have seen Calcutta and Bombay, must bear with me when I say that our transport is doing very well and there is no gain in fouling our own nest in this matter."